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4. In [REDACTED] 7,200 engineering personnel who had worked on the Laipin-Chennankuan railroad were transferred to Ch'inhshien (108-37, 21-58) and Nanning to construct a line from Lungmenchiang (108- , 21-) to Wuts'unhsu (108-12, 22-35). The line will be built by way of Hsiaotungshan (108-35, 22-11), T'angpao (108-15, 22-28), and Tat'ang (109-21, 22-12), to link up the light railway line at Wuts'unhsu for Nanning. Its total length will be 258 li. Seven medium-sized bridges and 87 smaller bridges along the line will be rebuilt. The light

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rails to be used in construction of the line were left behind by the Japanese army when it invaded Nanning in 1940. Chinese Communist authorities have set the middle of April 1952 as the deadline for completion of the project.

5. [REDACTED] about one-half of the railway employees on the Canton-Kowloon Railroad were transferred to the Hengyang and Liuchou railway offices to handle the increased volume of shipments to the Democratic Republic of Vietnam.
6. [REDACTED] 500 railway employees graduated from the third class of the Miao Pu (苗圃) Railway Personnel Training Center, of the Hengyang Railway Administration. Four hundred forty of these graduates were assigned to jobs on the Laipin-Chennankuan Railroad by LEI Tieh-ming (雷鐵鳴), deputy director of the Hengyang Railway Administration.
7. [REDACTED] Soviet technicians reported that temporary bridges on the Hunan-Kwangsi Railroad were not strong enough to carry heavy traffic, and they advised T'ENG Tai-yuan, Minister of Railways, to approve the construction of heavy bridges for the line.² [REDACTED] MAO I-sheng (茅以升), railway bridge expert, accompanied by Soviet technician Chiu-kao-mei (邱高梅), arrived at Hengyang, where they were entertained at the Railway Guest House by LIU Chuan-shu (劉傳書), director of the Canton-Hankow Railroad, before beginning work on the new bridges.
8. [REDACTED] the Ministry of Railways allotted 20 new Soviet-made locomotives to the Wuhan Railway Office, 3 to the Canton Railway Office, and 10 to the Liuchou Railway Office. These locomotives, which are one-third more powerful than any of the 60 locomotives under the Hengyang Railway Administration, will be used for military purposes.
9. Because of improved order and control along railways in South China, beginning on [REDACTED] public security troops will no longer accompany trains on regular runs.³ An engineer, two assistant engineers, two conductors, two brakemen, one baggage officer, and eight to ten stewardesses, will be assigned to each train.
10. [REDACTED] a branch railroad line between Chihfang (114-18, 30-23), Shih Tung (石洞) and Chink'ou (114-07, 30-20) was opened to traffic. The line is double tracked and passes through a tunnel between Shih Tung and Chink'ou. Supplies moving down the Yangtze River for trans-shipment on the Canton-Hankow Railway at Wuch'ang (114-17, 30-32) can now be unloaded at Chink'ou wharf. Residents near Chink'ou wharf have been moved to other areas. Fourteen large and 30 small warehouses have been built in Chink'ou, and anti-aircraft guns and radar have been installed in the area.
11. [REDACTED] the Ministry of Railways set up a training camp for railway technicians and clerks at Ch'anghsintien (116-12, 39-49). CHOU Shu-t'ung (周叔通) is the director of this camp, which has three Soviet instructors and 220 trainees. There is a branch of this training camp at Fengt'ai (116-17, 39-51), headed by HUANG An-shih (黃安石). It has three Soviet advisers and 310 trainees. All railway technicians and clerks will eventually receive training at these camps. The present course ends in the middle of February.
12. [REDACTED] T'ENG Tai-yuan, ordered all district governments in North China to send a total of 8,000 militiamen to Chinghai (116-55, 38-56) and Tehsien (116-17, 37-27) for training by 11 January. After a brief training period, these troops will be used to protect the railways of North China.
13. [REDACTED] the Chinese Communists completed the double-tracking of the railroad between Shanhaikuan (119-44, 41-00) and Mukden.

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1. [REDACTED] Comment. [REDACTED] 185 miles of track had been laid on this railroad. The remaining 133 miles are to be completed by 1 June 1952.
2. [REDACTED] Comment. See [REDACTED] and reference concerning the faulty construction of railroad bridges in Kwangsi.
3. [REDACTED] Comment. According to information available to this office, the security of railroads in South China is far from improved. [REDACTED] and the Communist press have reported that railway militia units and armored cars are being used to safeguard railways in South China.

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